

# INFRASTRUCTURE FINANCING RECOMMENDATIONS

## GENERAL FINDINGS AND CONDITIONS

- Comprehensive Plan and CIP must form the foundation for implementation
- Financing package must reflect a “Balanced Funding Approach.”
- Priorities are: (1) Existing Area; (2) Broad Community Benefit Projects; and (3) Projects Furthering Planned Urban Growth
- Impact Fees must be assumed as part of future revenues
- Committee’s recommendations must be viewed as “Complete Package”
- Inflation has not been factored into projections

## FINANCING RECOMMENDATIONS

- Water and Wastewater need disciplined and systematic approach to user fees
- Revenue Bonds(with Rate Increase) and Impact Fees can accomplish funds goals
- Water rates need to increase at least 3% per year over next five years
- Wastewater rates need to increase 7% next year and 3% over next four years
- Additional water and wastewater rate increases may be needed over next 12 years
- Streets should seek \$xxx million General Obligation bond issue in near term
- Streets should seek Wheel Tax increase of \$5/vehicle in 2004, 2007, & 2010
- Streets should seek Occupation Tax on Retail Fuel Sales of 5 cents per gallon
- Streets should seek more funds for street and sidewalk rehabilitation
- Street should use Highway Allocation Bonds to manage cash flow
- Stormwater management continue to use General Obligation Bonds
- Stormwater management should also work for Utility Authorization Legislation
- Parks should seek GO bonds for school facilities state funds for Cent Mall
- Parks should increased trails money and funds for Greenways & Open Space

## COST SAVINGS AND EFFICIENCY RECOMMENDATIONS

- Seek consistency and continuity with Comp Plan priorities and CIP
- Consider selective use of temporary wastewater services
- Look at special districts for non-impact fee projects
- Combine multiple projects into a single bid for enhanced efficiency
- Use “indefinite delivery contracts” for professional and construction projects
- Allow multi-year contracting through “Statement of Intent”
- Seek greater advance acquisition of right-of-way and ensure resources available
- Give priority to” complete drawings” and hold engineers responsible for plans
- Improve inspections/observation program by granting greater authority
- Seek greater interagency cooperation and streamline platting process
- Use alternative street design approach such as building “outside-in”
- Work with County to enhance grading and efficient use of rural paved roads
- Examine assumptions for dual lefts, retaining walls, and traffic/ped signals
- Bury overhead lines in growth areas and seek utilities to pay relocation costs
- Install sidewalks along arterials as part of platting and change street tree bonding

## LEGISLATION

- Priorities: (1) Stormwater Utility Authorization; (2) Fuel Sales Tax; (3) Design-Building Bidding; and (4) MIRF Funding
- Support Federal Reauthorization Legislation for street and highway funding

